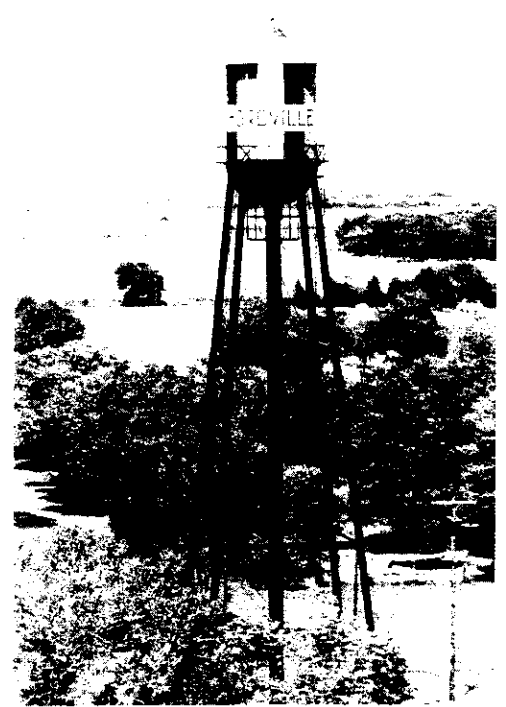
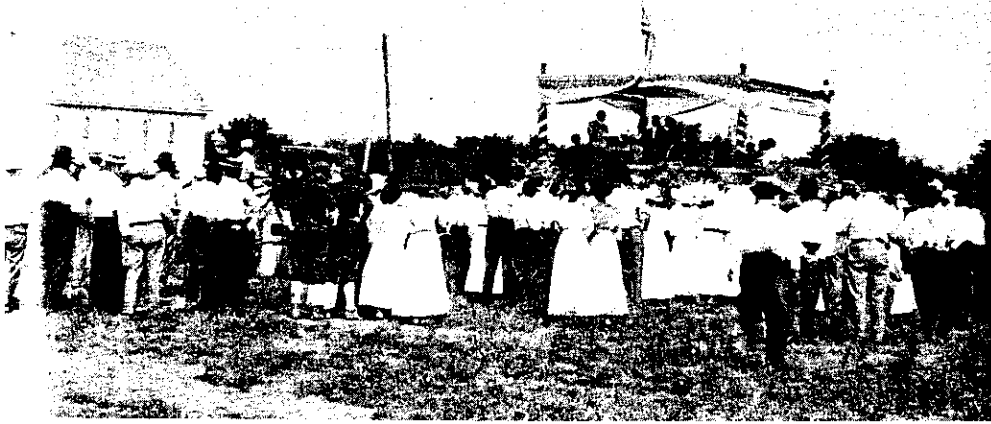


Left: A public wedding at a 1912 Chautauqua held near the church. [Clayton]

Below: The tree-sheltered church near the water tower, painted for bicentennial, 1976. [Anderson]



Another of the early buildings has been transformed into a much-used, attractive community hall. Next door is the post office, telephone building, and a new fire hall built in 1983. On a shady lot across the street, some of Hordville's older citizens make their home at Lindenwood, a housing project built in 1978.

The original Hord Elevator, located south of the railroad, soon had competition from area farmers who organized a co-operative association and built a new elevator. This Farmers Co-op is the fourth oldest in the state and has replaced both old structures with a much larger, better-equipped facility. The railroad, the elevator, and the new united co-op car service center nearby are kept busy serving the farmers' needs.

When a new church was built, the original church building was moved to the main street in 1908 and used as an opera house and town hall. In 1921 the First Baptist Church, also a Swedish congregation, was moved to town. These two churches remain an active and vital part of the community. A Methodist Church, built in 1907, closed in 1955.

In 1912 a school was built in town for the students of District 61. With enlargements and modernization, it served the community for many years. Hordville has a proud history of achievement in music, drama, and athletics. Teams from

Below: Hordville's residential area, park, and school, ca. 1917.



Then & Now Above: Hordville's main street, 1910. [Plainsman Museum]

Left: Hordville, now nearly hidden by tall trees, 1987. [Anderson]



Right: Crowd watching video tape of Class D State Basketball Championship, 1982.



Above: Hordville High School, now home of the Middle School for Polk-Hordville. [Harris]

Below: Danish folk dancers entertain at Hordville's 75th birthday celebration in 1981. [Anderson]



Hordville have done well in both boys' and girls' competition, with back-to-back Class D State Basketball Championships for the boys in 1981 and 1982. In 1987 Hordville and Polk merged to form a larger school district. The local facility became the middle school for grades 6-8.

This quiet little village, which started with so much optimism, never reached a population of 200 — even during its peak years in the 1920s. Chosen by the Nebraska Community Improvement Program as the outstanding village in its class in 1980, Hordville, with the continued support of its 150 citizens and the surrounding rural community, will still be providing a good life when it celebrates its centennial in 2006.

By Gladys Anderson, Box 74, Hordville, NE 68846, with the help of Marie Clayton and Verna Erickson.

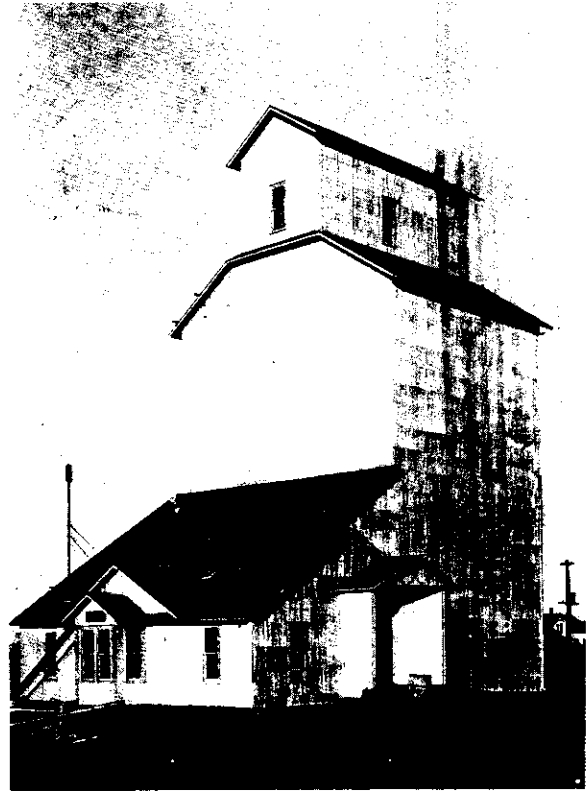
# MARQUETTE



Marquette was established when the B&MR Railroad extended its line from Aurora to Central City. The occasion for the parade and large tent is not known, a two-story bank building and raised band stand are interesting features. n.d. [Rasmussen]

Left: Formerly the Evangelical United Brethren, now the United Methodist Church.

Below: Farmers' Elevator at Marquette, 1912. [Rasmussen]

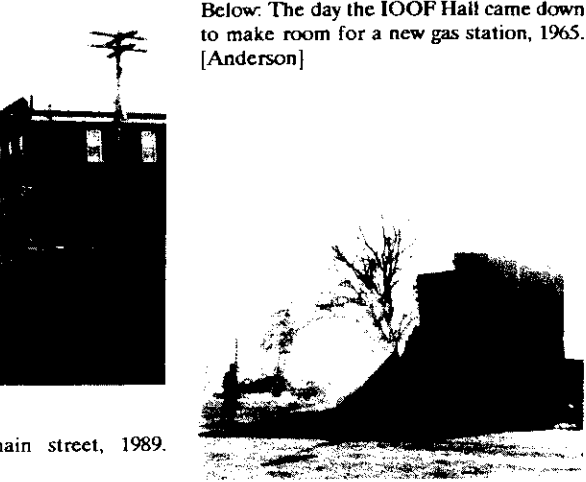


## MARQUETTE HAMILTON COUNTY

Back during the beginning of settlement in the new territory, people of different nationalities and religions worked together to build homes, churches, and schools. Where there was a railroad, a station was needed, not only to supply fuel and water for the engine, but to load and deliver freight, passengers, and mail.

Below: Marquette's main street, 1912. IOOF building on the corner. [Rasmussen]

In the spring of 1879 the Burlington & Missouri River Railroad started work on the grade to extend its line between Aurora and Central City, thus providing the opportunity for another town along the way. At that time, there was a post office on the section line called "Avon," operated by Nancy Carnahan.



Below: The day the IOOF Hall came down to make room for a new gas station, 1965. [Anderson]

However, early in 1882 the Lincoln Land Company purchased 100 acres from J.W. Marquis, and proceeded to survey and plat a town. It was given the name "Marquette," in honor of the general attorney for the CB&Q Railroad, Thomas Marquette. The land company named the main street "Marquis Avenue" in honor of the original land owner. The post office at Avon was officially moved and renamed on December 2, 1882.

The first store was in a small shack built on Marquette's main street. The inventory amounted to ten dollars worth of goods. Almost every day new buildings were built and more business ventures begun. Times were good, and everyone was confident that the town of Marquette was here to stay.

Below: Marquette's main street, 1989. [Harris]

The early businesses included several general merchandise stores, a drug store, a harness shop, a blacksmith and wagon maker, a lumberyard, an implement store, a flour mill, a creamery which made cheese, three grain elevators, two hotels, a restaurant, a hardware and furniture store, and a saloon. You could even buy a casket at one of the general stores, and O.T. Greer, who ran the tin shop, was the undertaker.

The town also had a newspaper, a doctor, a dentist, and a veterinarian. There were three rural mail routes when that service started July 1, 1902. Now there is only one rural route.

There was a church in this area, served by circuit riders, before the railroad had arrived. Once the town was established, that congregation and two others built churches. The United Methodists have the only church in



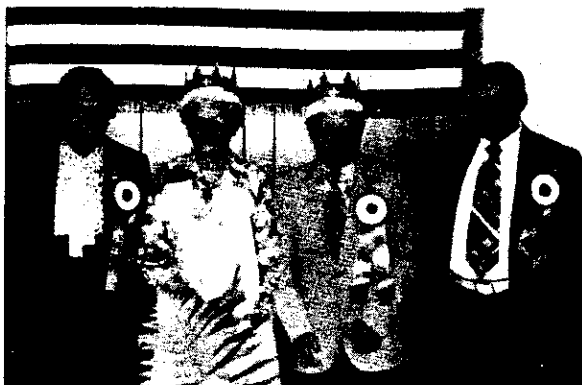
Right: The Marquette High School Marching Band on parade.

Below: Getting ready for centennial. New doors go on the fire barn, 1982.

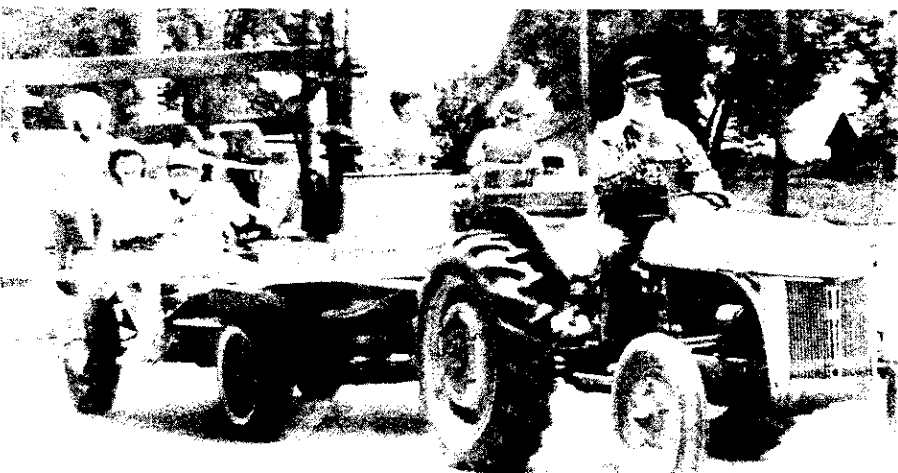


Left: First fire truck (1929 Chevrolet) restored for centennial activities.

Below: Centennial Royalty: King Harold Larson, Queen Clara Rasmussen, with attendants, Delbert and Leona Danhauer. [Anderson]



Below: Heritage Days 1983. Parade entry Virgil Anderson and little friends. [Anderson]



Marquette at this time. There are two country churches nearby; St. John's Lutheran Church and Mamre Evangelical Church.

The first school, a two-room building, opened in 1884. It was replaced with a brick structure in 1913, providing classes for K-12. There have been two additions since that time. Most activities take place at the school or in the community hall.

The Village of Marquette was incorporated in March 1889. The governing body was, and still is, a board of trustees consisting of five elected officials. Two local citizens have served in the state legislature — J. J. Farley in 1889, and Charles Anderson in 1903-05.

Fires in 1906 and 1910 destroyed a number of buildings on both sides of the main street. These were replaced with fire-proof brick structures. However, many, if not all, of Marquette's records were destroyed, making the complete record of our town impossible to verify.

Marquette, located one-half mile west of Highway 14 between Aurora and Central City, recorded a peak population of 308 in 1930. The population has fluctuated over the years, particularly during the Depression and the war years. With different modes of transportation and better roads, people left the community to seek jobs with better pay. Many went to California to work in the factories there. Some have now returned to spend their retirement years in Marquette.

It is a nice town to come home to, with a present population of 303. The businesses we currently have include a bank, a post office, and a half dozen others. We also have a 25-member volunteer fire department. The grocery store and cafe closed in 1986.

Marquette celebrated its centennial in 1982. This was a time of renewal and seeing old friends.

The trend seems to be for people to live in small towns, and work at jobs in larger cities in the surrounding areas. We are happy to be such a community. When there is a need, neighbors and friends are there to help.

By Nina L. Anderson, Box 154, Marquette NE 68854

ADDITIONAL MATERIAL: Hamilton County Atlas, Centennial History of Hamilton County, 1967; The History of Marquette, in the Bicentennial history, 1976, and in old newspaper clippings

The B&MR Depot at Phillips.

# PHILLIPS HAMILTON COUNTY

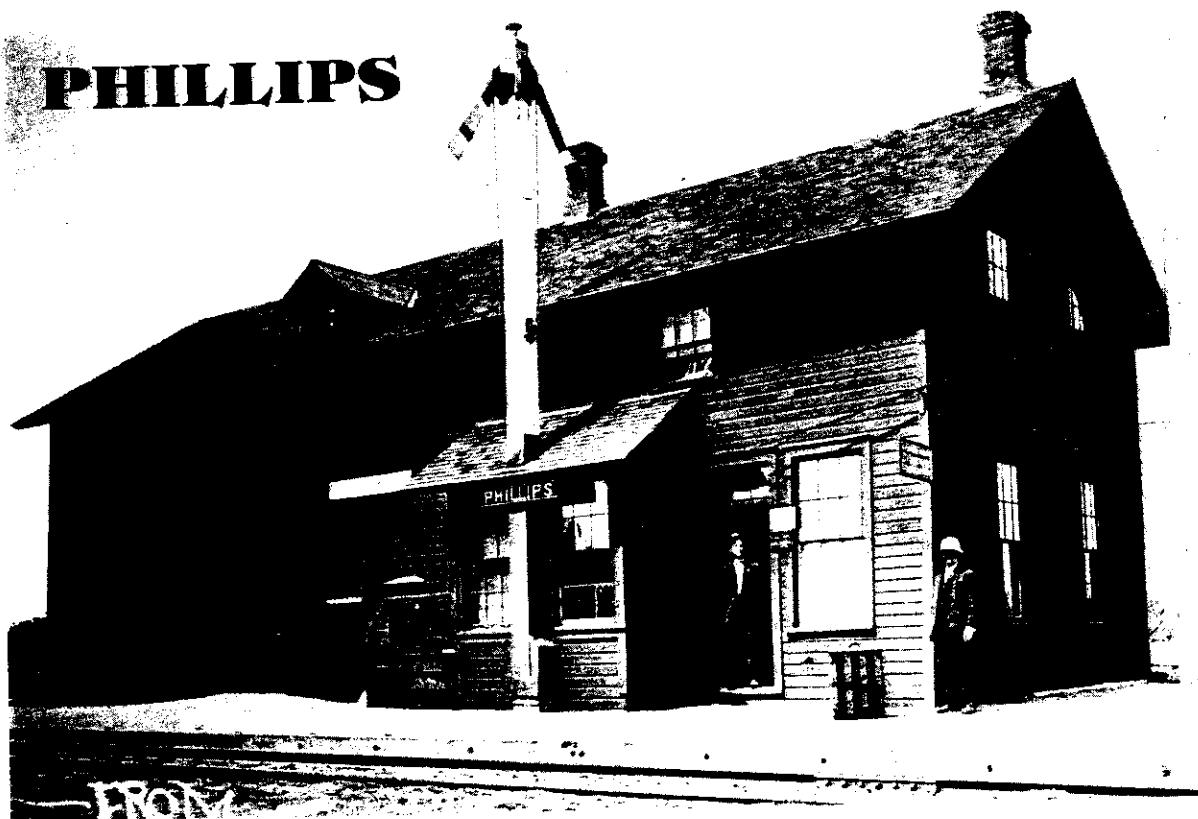
Phillips is a town the railroad built. Located just over a mile south of the Platte River in north-west Hamilton County, a town site was purchased by the Lincoln Land Company from P.M. Cross in 1874. It was not platted until early in 1884, when the Burlington & Missouri River Railroad extended westward from Aurora. It was named for Captain R.O. Phillips, who was in charge of establishing town sites for the land company.

While the primary part of town was owned by the land company, the remainder was owned by Hon. William G. Hastings of Wilber and several others. As the town grew, "St. Joe," a village about two miles south that was bypassed by the railroad, abandoned its location and relocated in Phillips.

Within three years after Phillips was established, it became an important shipping point for grain and livestock. The B&MR ran from Plattsmouth via Lincoln and on into Wyoming. In 1887 Phillips had a bank, two lumberyards, three general stores, two elevators, a drug store, a hardware store, a livery business, a feed yard, and many other small shops and businesses.

The first school was a three-room building (grades 1-10) established in 1886. In 1915 several districts consolidated and a new K-12 school was built. Since few schools built at that time included a gymnasium, basketball was played in the assembly room on the second floor of the building. Phillips Memorial Hall was the community's answer to the need for a gym. Built in 1940, it was dedicated to the veterans of World Wars I, and continues to be used for community activities. The high school was discontinued in 1966, and the beautiful three-story building was destroyed by fire in July 1986.

In 1884 Rev. G.M. Jones organized a Methodist Church in Phillips. The United Methodist Church of today remains strong, with its pastor also serving the Giltner Methodist



congregation, as he has for many years. There was a Baptist Church organized in 1889, but the membership remained small and it no longer exists.

Beginning in 1918, Phillips had a band directed by Homer Pechin with 20 members. They marched in the annual Fourth of July parades and played at other community affairs. Phillips also had a GAR post and a Masonic lodge. The lodge is still active with 75 members.

There was also a newspaper from 1946 to 1972. In the early years Merle "Ted" Peard wrote and published a small four-page newspaper, distributed free. Called the "Phillips Bulletin," it offered coverage of local news. Later it was renamed the "Phillips Advertiser" and covered news of Phillips and from nearby communities.

Phillips' population has fluctuated greatly over the years. In 1910-20 it exceeded 300 residents, but decreased to under 200 during the 1930s. It remained at that level until the 1970s, when improved highways and new industries in



Above: Water tower, elevators, and lumberyard at Phillips, ca. 1910.

Left: Main Street, 1910, with seven windmills visible among the houses, 1910.

Right: Phillips 1988, with the old fire bell tower on main street. [Sherard]  
 Below: "Victory Loan Special" Phillips, April 21, 1919. [Nebraska State Historical Society]



By Gerald E. Sherard, 429 South Moore Street, Lakewood, CO, 80226.

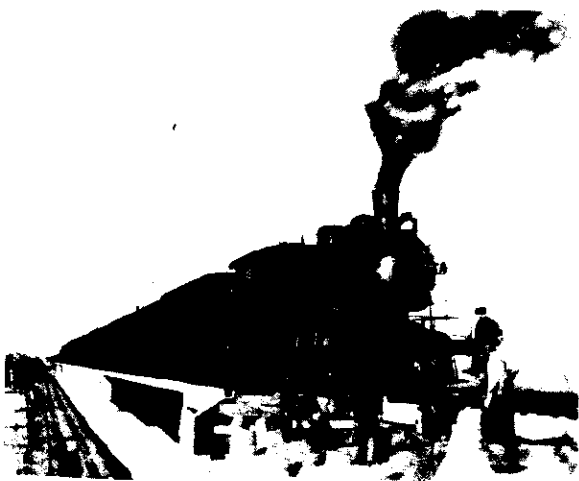
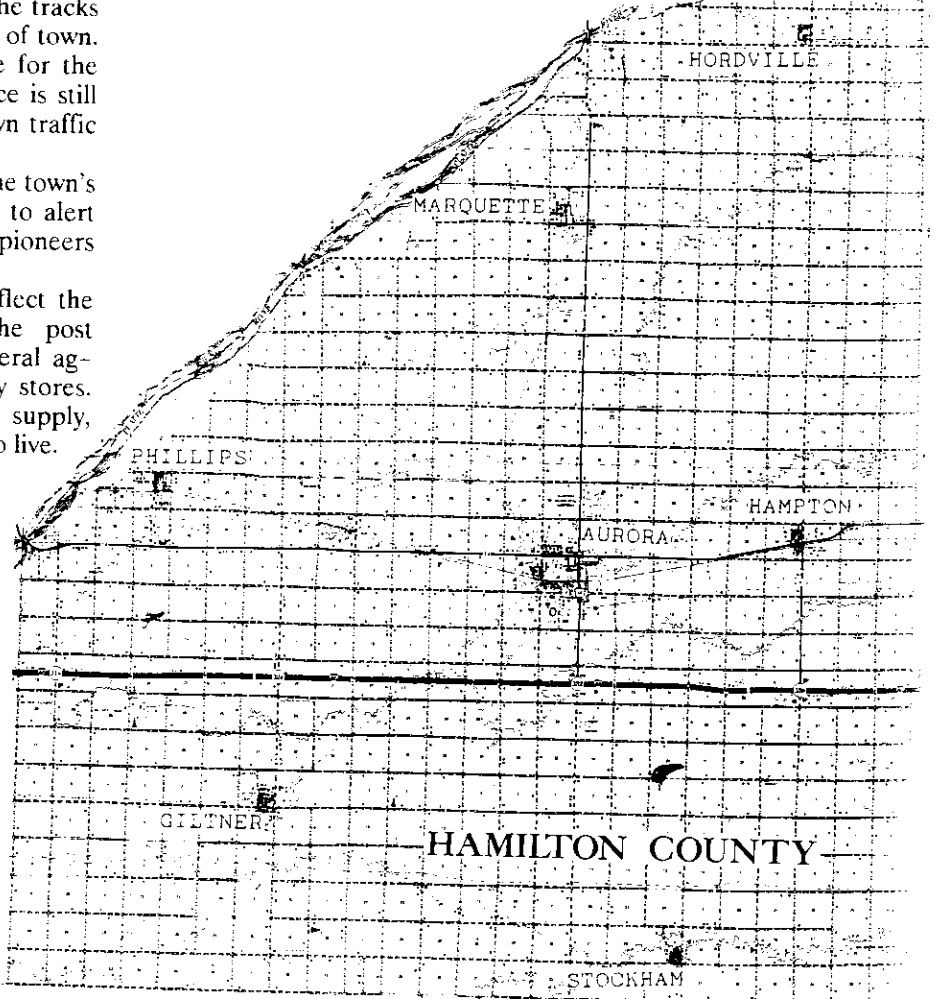
the 1970s, when improved highways and new industries in Grand Island and Aurora brought a number of new families to the area, who preferred living in a smaller town. Phillips' population grew to 383 in the 1980s and is now over 400.

Perhaps the most significant change in Phillips took place when the Burlington Railroad rerouted its tracks which originally came through the middle of town just north of the business area. During World War I many troop trains passed through town, as did freight trains needed to supply the war effort. The deep grade needed to bring it to that part of town caused a great deal of trouble for the freights that also had to stop at the stock yards. In 1918 the tracks were moved and a new depot was built just south of town. At its peak, six passenger trains provided service for the citizens of Phillips every day. While freight service is still available, trains do not interfere with the downtown traffic of the community.

A landmark on main street is a tower on which the town's old fire bell is mounted. Used in the early years to alert citizens of fire, it now stands as a tribute to the pioneers who settled in Phillips.

Businesses present in the Phillips of today reflect the needs of a changing population. In addition to the post office, there is a good restaurant and lounge, several ag-related businesses and repair shops, and specialty stores. Phillips provides its residents with a good water supply, paved streets, and a pleasant atmosphere in which to live.

ADDITIONAL MATERIAL: The Sun Directory, 189 & 1897; Adams, Clay, Hall, & Hamilton Counties Memoirs, 1890; Atlas & Platte Book, 1888, 1916, 1903, 1923; Hamilton County: The Garden Spot of the State, C.L. Hall 1887; History of Hamilton & Clay Counties, Dale P. Stough, 1921; History of Hamilton Co, HCHS, 1936; Centennial History of Hamilton Co, 1967; Hamilton County Nebraska Indexes, G.E. Sherard, 1985; "The Phillips Advertiser"; and Carol J. Alloway, Phillips, information source.

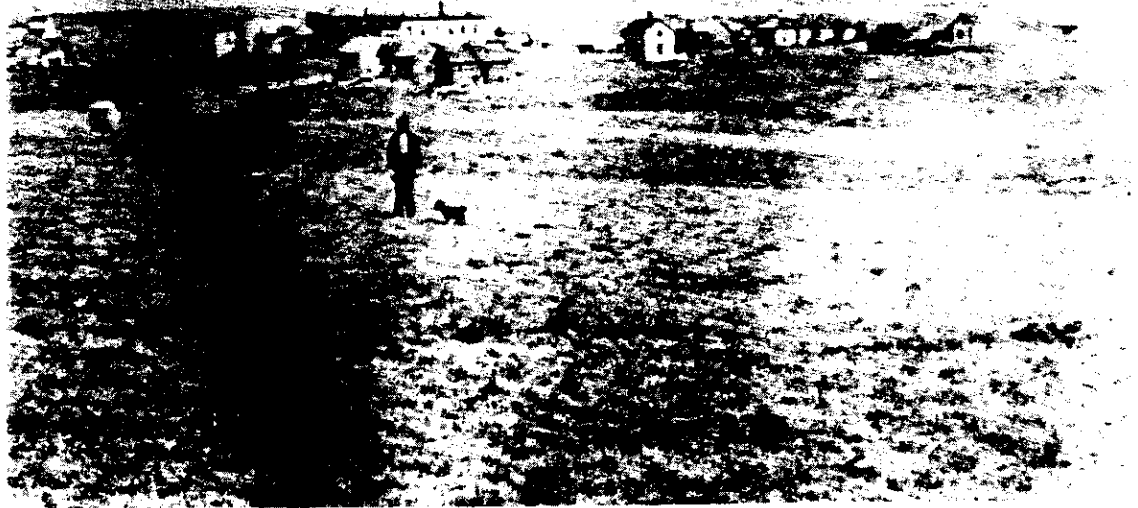


Bridge over Platte at Phillips, n.d. [Nebraska State Historical Society]

# STOCKHAM

## STOCKHAM HAMILTON COUNTY

The first homestead in Hamilton County was in the area down along the Blue River near the southern edge of the county. This was also the meeting to officially organize the county, the first school district, and the first religious services. A settlement grew up around the Stone, Starkey & Company Mill that used the river for power. In 1876 a post office, established in the home of Joseph Stockham, was given his name. The original town was located in Section 25 in Crville Precinct, about 12 miles south of Aurora.



Above: Our town, Stockham, 1895, after the move from the original settlement to the railroad right-of-way less than a mile south.

Stockham prospered nicely and provided well for its citizens. Then in 1887 the Fremont, Elkhorn & Missouri Valley Railroad established a line from Fremont to Hastings that ran through the Stockham area. "New Stockham" was platted a half mile south of the original town on August 1, 1887. Most of Stockham's businesses and many homes picked up and moved to that location.

With the coming of the railroad the town grew rapidly. Soon there were two banks, three grain elevators, two hotels, a blacksmith, several hardware and grocery stores, a theater, a drug store, and a dozen or more other businesses. By 1920 the population of Stockham was nearly 250.

The town continued to do well until the Depression of the 1930s. After the banks closed, many businesses were also forced to close their doors. In 1941 the railroad pulled

out. The rails were torn up and reused at the Hastings munition plant. During the war years, one home after another was moved to one of the surrounding communities to alleviate the need for housing at those locations. The population dwindled to the present population of 80.

Stockham's post office was made a rural station of Aurora in 1968, closing altogether in 1976. The following year the grocery store also closed its doors. Only two businesses remain: Cargill Fertilizer Plant and Kliever Trucking.

At one time three churches held services in Stockham: a German Lutheran, a Presbyterian, and a Methodist Episcopal. The Methodist congregation reorganized as the Stockham Bible Church and is presently known as the Stockham Community Church. This growing congregation, under the leadership of Pastor Paul Nauman, recently built a new church.



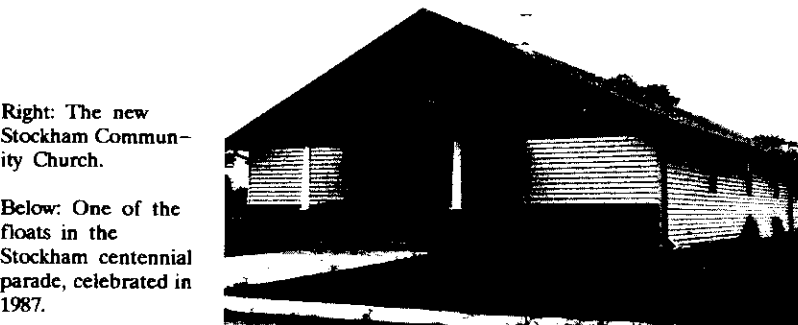
Left: The FE&MV Railroad Station and Elevator at Stockham. [Kliever]



Above: Stockham's main street, 1920.



Left: Stockham's all-masonry schoolhouse, dedicated in 1922. [Harns]



Right: The new Stockham Community Church.

Below: One of the floats in the Stockham centennial parade, celebrated in 1987.



Right: Children playing in Stockham's park, new town hall on the left. [Kliewer]

A school, officially designated as District 2, was organized in Joseph Stockham's dugout in 1871. A schoolhouse was built on the hill northeast of the flour mill in 1878 with Ella Brown as its teacher. After the town was moved, a two-story frame schoolhouse was erected. Classes were held in that building until 1922, when it was destroyed by fire. A new masonry building was built, consisting of primary, intermediate, and grammar schools. It was the first school of this style in the county, said to be "completely modern," and included a large gymnasium. Dedicated in 1922, it had three elementary teachers and three high school teachers.

Over the years Stockham High School had a number of exceptional basketball teams, playing in district and state tournaments and winning many trophies. The high school was discontinued in 1949, leaving a K-8 system with two teachers. On October 18, 1972, the Stockham school officially closed its doors.

While there is no longer a school or post office, many organizations help keep the community going. We have a Stockham Booster Club, which holds an annual barbecue, and Stockham Country Cousins Extension Club, the Eve Joint 4-H Club, and the Stockham Ladies Ministries (SLM) an outreach organization in connection with our community church.

Stockham celebrated its centennial on August 1-2, 1987. Over 1,000 people attended the all-day event on Saturday that included a horseshoe tournament, a parade, children's games and contests, a quilt show, a picture gallery, a barbecue, and a dance. An Old Settlers' Picnic was held in the city park on Sunday.

Stockham is a quiet little community with a lot of history and pride. The village board and members of this community are in the process of cleaning up and making improvements in the town. We welcome people who come to visit.

By Fay Kliewer, Rte 3, Box 124, Aurora, NE 68818

ADDITIONAL MATERIAL: History of Hamilton County, 1967; and Stockham Nebraska 1887-1987 our centennial book.

